#### W. P. TRICKETT IS THE MAN.

ELECTED SECRETARY OF TRANS PORTATION BUREAU.

Meeting of Freight Officials to Consider Proposition of Reorganizing Trans-Missouri Freight Rate Committee.

Secretary of the Kansas City Transportan Bureau W. P. Trickett is a title bestowed yesterday afternoon by the execucommittee of the transportation bu-A meeting of the executive committee of the bureau was held in the rooms of Commercial Club at 4 o'clock special committee appointed at the last neeting to consider the qualifications of candidates and report to the general committee reported that it had no report to make, and the matter of transportation ommissionership was thrown into the hands of the entire executive committee. After considerable discussion, a motion was unanimously carried that W. P. Trickett be elected secretary of the transportation bureau. No further action was taken, though several other propositions were discussed. The duties of the secretary of the bureau were not defined. Some of the members favored the election of a commis



W. P. TRICKETT

ioner who would be over Mr. Trickett, but an agreement upon the name of a man for such position was admitted to be an impossibility at present.

One member of the committee says Mr. Trickett was the second choice of practically all the members, and that being unable to reach a first choice it was decided to make him secretary of the bureau, reserving the position of commissioner for a possible decision later. The different committeemen, it appears, were wholly at sea, owing to the declination of C. R. Hudson, of Topeka, assistant general freight agent of the Santa Fe, who, it is generally admitted, might have had the position of commissioner had he not refused it.

A number of candidates were mentioned,

A number of candidates were included, but no number of votes approximating a majority could be secured for any of them. As Mr. Vanlandingham will leave May 1 it became necessary to make provision for the maintenance of the Kansas City bu-reau, and Mr. Trickett proved to be either the first or second choice of every member of the committee.

the first or second choice of every member of the committee.

As a result, Mr. Trickett was chosen secretary of the bureau, and directed to take charge of it May 1. It is not probable that a commissioner will ever be chosen, although the committee will occasionally talk about it until the secretary has proven his ability or inability to conduct the affairs of the bureau in a manner satisfactory to the shippers.

Some of the members of the committee say that whenever the matter of commissionership comes up, Mr. Trickett will be found to have a clear majority, and that when he is succeeded as secretary it will be by himself as commissioner.

chen he is succeeded as secretary it was
then he is succeeded as secretary it was
by himself as commissioner.

Chairman Richards, of the special comnities which is to report on the qualifications of candidates for the commissioneronly, will leave Tuesday for the East, and
will be succeeded, as chairman, by F. W.
Ellis, traffic manager of the Armour Packtraffic manager of the packtraffic man will be succeeded, as chairman, by F. W. Ellis, traffic manager of the Armour Packling Company. This committee will continue to hold meetings and discuss the availability of candidates, but it is said that the majority of the members of the committee have decided that Mr. Trickett is the most available man, and that the subsequent meetings will be farvical, at least until the secretary has demonstrated his ability or inability to conduct the bureau.

The special committee has been instructed particularly to consider four names, viz.: John A. Sargent, general freight agent of the Kansas City. Pittsburg & Gulf; A. P. Tannér, general freight agent of the Colorado Midland, who was formerly assistant general freight agent of the Santa Fe in charge of the Missouri river territory; Fred C. Maegley, john agent of the Western Trunk Line Association, and John G. Miller, formerly assistant general freight agent of the Santa Fe with headquarters at Chicago. Mr. Sargent is admitted to rank high in familiarity with the trans-Missouri situation, but it is not supposed that he would accept the committee said yesterday he could probably have it if he wanted it. The special committee will ask him to accept it.

im to accept it. Each of the other four gentlemen whose Each of the other four gentlemen whose names were referred to the special committee by the general meeting are familiar with the Missouri river situation. Mr. Meagley, like Mr. Sargenst, is already provided for, and it is a question if he would be willing to accept the position of commissioner. Mr. Tanner expects to be made general freight agent of the reorganized Kansas Pacific within a short time, and Mr. Miller is a man of only limited acquaintance among Kansas City shippers, although of undoubted ability as a traffic man.

man.

The only thing definitely decided at yesterday's meeting is that it is Secretary W.

P. Trickett, instead of Assistant to the
Commissioner Trickett, as heretofore,
Commissioner Vanlandingham is highly



window after midnight but too requently tells the old, old story of the awful torture of approach-ing motherhood for some illy-prepared women. All too often death lurks on the

doorstep. This is a story that would seldom be told if women would but properly prepare themselves for the duties of motherhood. If a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be told if a warman will be a seldom be a od. If a woman will take the right care of the organs that make motherhood possi-ble, approaching maternity will have no fears for her. Nature intended that all women should bear children, and did not mean that this duty should be a cruel torture. Woman's own ignorance and neglect have

Male it so.

All weakness and disease of woman's reproductive organism are cured by Doctor
Pierce's Favorite Prescription. It acts directly upon these organs. It makes them
strong and healthy. It prepares them for
approaching maternity. It allays the discomforts of the expectant period. It makes
baby's common says and convention are baby's coming easy and comparatively pain-less, and insures the health of the child. All good druggists sell it.

All good druggists sen it.

"I have had three miscarriages," writes Mrs.

J. L. Shaffer, of Ney, Sully Co., S. Dakota. "Last
Spring I received one of your, Memorandum
Books in which I found your "Pavorite Prescription" recommended to prevent it. I took eleven
bottles of it and have a bright boy five months
old, which I owe to God and your medicine."

What woman does not wish to make her family cares as light as possible, consistent with her family's well-being? The greatest care of all is the fear of sickness. It is a care of all is the lear of sickness. It is a common saying amongst conscientions mothers: "As long as the children are well, I don't mind anything else." For these mothers Dr. Pierce's Common Sense Medical Adviser would prove "The shadow of a great rock in a weary land." This book of Loof pages, profusely illustrated gives a great rock in a weary land." This book of 1,006 pages, profusely illustrated, gives plain talks and kindly sensible medical advice. It is peculiarly valuable for mothers of young daughters. More than a half a million copies of this book have been sold for \$1.50 each. Now there is an enormous edition to be given away. Send 21 one-cent stamps to cover cost of mailing only, for copy in paper cover. For cloth binding, day one-cent stamps. World's Discassing the control of the contro 31 one-cent stamps. World's Dispen-Medical Association, Buffalo, N. Y.

Trickett, although admitting he would rather have him as assistant to the traffic manager of the St. Louis bureau than "any other man on earth."

TO PREVENT DEMORALIZATION. Western Passenger Agents Decide to Pursue a Policy of Recon-

ciliation.

Chicago, April 24.-The Western passenger agents are in fear of their rates again. They think that in their new agreement they have the best preserver of rates they ever have had, but at the same time they are constantly in fear that something will send their rates tumbling. Their action of yesterday in making a low rate on one way tickets to the Christian Endeavor convention in San Francisco was more the out-come of the dread of low rates than of any other reason. They were fearful that some irresponsible road would go after the busiirresponsible road would go after the busi-ness with a cut rate, and in the present un-stable condition of their agreement they thought that they might have trouble in getting the rates back again to old hasis. They made rates low enough to keep the brokers from getting any considerable part of the business, because they judged from past experience in like matters that this past experience in like matters that this course of possible demoralization would be done away with. They have determined to pursue this policy for the time being at chance of demoralization they will make the rates low enough to prevent the demoralization and at the same time bring the business to the roads, and to them alone.

## GRAND ARMY MEN WILL FIGHT.

They Want Lower Rates Than Western Roads Offer and May

Get Them. Chicago, April 24.-Last year there was quite a large row between the Western roads and the Grand Army over the rates to the annual encampment at St. Paul, and this year there seems to be an excellent chance for the same old trouble all over again. The Grand Army is calling for a rate of 1 cent per mile and the roads have declined to grant them a rate lower than one fare for the round trip. This was the identical proposition over which the fight was waged last year and the Grand Army carried its point because one of the roads in the Western Passenger Association decided to make the low rate and the others were compelled to follow suit. The roads all declared, however, that this year they will keep together and they will not make a rate lower than one fare for the round trip. The Grand Army, on the other hand, declares that it is entitled to the rate of 1 cent per mile and with its recollection of the result of the fight last year, it is not likely that it will give up the fight until it gains what it is after. lent chance for the same old trouble all

#### M'LEAN'S PACIFIC LINE.

Projector Says There Is No Longer Apprehension as to the Con-

summation of His Scheme. Sioux City, Ia., April 24.—Donald Mc-Lean, the builder of the Pacific Short Line and the projector of the Sioux City & Western railway, has returned to Sioux City after an absence of four months in Salt Lake, Ogden and San Francisco. He said: "The Sioux City & Western will be built. There is no longer any doubt about it. At no time, in my mind, was there any serious apprehension of the consummation of my scheme. To get this right of way clear through has been long and tedious work, but that work has been accomplished. The several companies whose alliance was necessary to the cementing of the system have been organized and almost all the right of way has been secured. That part which is taking time is the strips through government possessions, which only need replatting. The right of way through the Beckwith pass is mine. The work of construction will be commenced in June and will be started simultaneously from O'Neill, Ogden and Salt Lake." Sioux City, Ia., April 24.-Donald Mc

#### TOWNSEND SAYS AN OUTRAGE. Fares Based on Speed Nullifies Everything Accomplished in Service of

Railroads in Quarter Century. St. Louis, Mo., April 24.—Colonel H. C. Townsend, general passenger agent of the Missouri Pacific and Iron Mountain, has sent a telegram to the general passenger agents of the Pennsylvania, New York Central and Big Four lines, of which the following is a cony:

of the recent ruling of the board of managers in the matter of fares based on speed is now being considered.

"This measure is a direct blow to St. Louis as a gateway for through business, and should be unconditionally reversed.

"It is an outrage, nullifying everything accomplished in improved service and equipment in the last quarter of a century, and effectively silencing any efforts in this direction in future by placing a premium on slow and inferior service."

### For Uniform Accounts.

Topeka, Kas., April 24.—(Special.) The heads of the accounting departments of the various lines included in the Santa Fe system are now in session in this city, getting up a uniform plan of conducting the second.

the various lines included in the Santa Fe system are now in session in this city, getting up a uniform plan of conducting the accounts.

The scheme is original with H. C. Whitehead, general auditor of the Santa Fe, and by inaugurating a uniform plan it is expected to save a considerable amount in accounting work.

Those who are attending the meeting are: H. C. Whitehead, general auditor of the Santa Fe; J. J. Byrne, auditor of the Southern California; W. E. Waish, auditor of the Atlantie & Pacific; W. W. Pope, auditor of the Gulf, Colorado & Santa Fe; J. J. O'Conner, auditor of the Rio Grande & El Paso: J. W. Freeman, auditor of the Southern Kansas, of Texas; I. S. Lauck, suditor of disbursements of the Santa Fe; C. S. Sutton, auditor of freight receipts, and C. M. Atwood, auditor of passenger receipts.

Trans-Missouri Freight Meeting.

A meeting of the members of the defunct trans-Missouri freight rate committee may not be held on next Tuesday. Several members of the old committee were in Kansas City yesterday and discussed the call for a meeting Tuesday. No conclusion was reached, but Secretary Potest, of the trans-Missouri freight rate committee, says the meeting is more likely to be held next Wednesday than Tuesday. There is a liability that it will not be held for several weeks. J. A. Middleton, of the Frisco; E. H. Wood, of the Union Pacific; A. T. Drew, of the Missouri, Kansas & Texas; C. R. Hudson, of the Santa Fe, and W. B. Knight, of the Missouri Pacific, were among the visiting railroad men in the city yesterday. They held a conference, but reached no decision. "When you are in doubt, don't," is an old injunction, and it is not improbable that the representatives, members of the old trans-Missouri Freight rate committee, won't. Trans-Missouri Freight Meeting.

### As Dillard Views It.

Topeka, Kas., April 24.—(Special.) Judge Martin and Railroad Commissioners Dillard and Campbell will attend the Gulf rate and Campbell will attend the Gulf rate hearing before the interstate commerce commission at St. Louis Tuesday next. Dil-lard says that the Kansas board will ask for an early decision in order that the farmers of Kansas can get the benefit of any reduction in freight rates to the Gulf for their coming wheat crop, providing the commission orders a reduction and the farmers raise any wheat. He declares that there should be a reduction of about 5 cars. per hundred on grain between Kansas and the Gulf ports. According to his way of figuring, a reasonable rate for carrying grain is about 6 mills per ton per mile. Takng this as a basis, he figures that the rail-roads could make a good profit with the amount of reduction he suggests.

### Conference on Kansas Rates.

Topeka, Kas., April 24.—(Special.) Chairman Dillard, of the state board of railroad commissioners, said to-day that on Monday he would address an official letter to the representatives of the various roads in Kansas asking them to attend a conference with the board for the purpose of talking about a reduction in freight rates. The chairman will not suggest a date for the conference. He will fix that to suit the railroad men providing the invitation for a conference is accepted and there is no doubt but what it will be, the railroad representatives here have already signified their willingness to meet the board to discuss the rate situation.

### Railroad Notes.

E. J. Sanford, superintendent of the Union depot, is in Chicago. E. H. Stokes, traveling passenger agent of the Lehigh Valley, headquarters Chicago, was in Kansas City yesterday.

Commissioner A. J. Vanlandingham, of the transportation bureau, will go to St. Louis to-night to attend the meeting of the interstate commerce commission there to-morrow. to-morrow.

On account of the Tennessee centennial.

interested roads have agreed to a round trip rate of \$16.50 between Chicago and Nashville. The regular one way rate is \$13.50. Tickets will be sold on Tuesdays and Thursdays of each week, beginning April 29 and ending October 26.

BOTH SHOWED AN UNEXPECTED IN-ACTIVITY DURING THE WEEK.

Five and Ten Room Houses Are Still in Good Demand by Renters-Dealers Not Discouraged-Loans Are Still Active.

There was an unexpected slump in the real estate market last week. The dealers are at a loss to account for the fact that the aggregate of sales was much smaller than either of the two preceding weeks, and they are firm in the belief that the market will show a much greater strength, from this time forth. Residences having from five to ten rooms are still in active demand by would-be renters, but the supply is limited. Many persons who have idle capital are talking of building houses to meet this demand. Kansas City loans are still wanted by Eastern capitalists, and there are several manufacturing firms and business houses located in other cities figuring upon moving to Kansas City. As is usual, they want bonuses in the shape of

uring upon moving to Kansas City. As is usual, they want bonuses in the shape of donations of land for sites or to place stock with Kansas Cityans.

The following shows the recorded transfers of \$1,000 or over during the past week:

J. N. Roberts and wife to A. Monroe; lots II and I2, block I, Linwood Flower Garden ... \$1,900

Dundee Mortgage and Trust Investment Company to Clara E. Ruth; lot I, part lot 2, Springfiela park ... 1,800

Anna Collier and husband to Daniel Person; part lot 29, block 2, Mulkey's addition ... 1,850

Thomas E. Bugbee to Lincoln National bank; lot I5, Howe & McGee's addition ... 1,000

Jane F. Smith to Lizzle E. Prose; part lot 67, South Windsor ... 1,400

Sylvia C. Cloon and husband to Elvie J. Merritt; lot 21, part lot 20, Maple Grove ... 2,900

West Side Building Company to Kansas City Realty Company; lots II 12, I3 and I4 Troost hill ... 2,002 West Side Bullding Company to Kansas City Realty Company; lots II, 12, 13 and 14, Troost hill...... Grant Hornaday and wife to First National Bank of Fort Scott; part lot 7, Vogel's third addition. William H. Klepper and wife to E. McD. Colvin; part lots 67 and 68, Southview. Southview
Uri J. Hill and wife to Oscar Hartage; part of lot 7, Munroe place...
James J. Talbert and wife to Almira
Hayes; lot 14, block 2. East Dundee
F. P. Barnett and wife to Lucretia
G. Mouiton; lot 43, Altamont...
S. H. Benedict and wife to A. E.
Convers; part of the northeast
quarter of section 4, township 43,
range 23.

quarter of section 4, township 43, range 23.

George Heist and wife to Fannie B. Rush; lot 17, Heist place.

J. P. Loomis and wife to George Muchlbach; part of lots 9 and 8, block 5, Vineyard's addition.

A. J. Fensel and wife to Etta A. Layton; part of lot 11, block 1, S. H. Bales' first addition.

Alliance Trust Company to Anna M. Foreman; lot 9, block 2, Bunker's addition.

Emma M. Durfee and husband to Alice C. Jordon; part of lot 12, block 1, Cosby's addition.

George C. Johnson and wife to Alliance Trust Company; lot 29, Springfield park
F. W. Tuttle et al to F. W. Marshall; lot 1, block 2, Hanna's addition.

Gus Davidson and wife to Nanetta

eighty acres near Argentine, Kas... 2,600 For R. S. Tracy; lots 2 to 22. Tracy Highlands, to Johanna E. Courtail 4,000 J. W. Lyman & Co. report the following

Bought a Coal Mine.

Annie B. Halderman, of T. M. Chapman, of Verme Boyden, of Providence, R. G. E. Boyden, of Providence, R. L. have bought for \$16,510 the Stover coal mine at Versailles, Mo. The nominal purchasers are Attorneys A. N. Gossett, Henry Wollman and L. C. Krauthoff, of this city. The property includes 200 acres of coal lands near Versailles, but the new owners have 4,600 acres of coal lands adjoining those just bought. A company will be organized at once to develop the property.

#### THE CONCORD WOOLEN MILLS Represented in This City-New Store-Eighth and Main

Streets. The Concord Woolen Mills is represented In this city by Mr. A. B. Parker, lately of In this city by Mr. A. B. Parker, lately of Chicago. Mr. Parker is just such a business man as the people of Kansas City gladly welcome. He has fitted up and stocked a store room at the northwest corner of Eighth and Main streets with the choicest patterns from the mill's product. Mr. Parker has what may be termed a "hustling" record in up-to-date tailoring, and was chosen by the Concord people to represent them here on account of his extensive knowledge of the business and personal popularity while in Chicago. Competitive establishments will be obliged to "push" business if they expect to keep pace with "The Concord Woolen Mills" at Eighth and Main streets.

TO FOUND A NEGRO CITY.

#### Plan to Rehabilitate a Georgia Settlement of Long Ago.

From the Atlanta Constitution.

One of the most novel negro colonization schemes yet sprung has originated right here in Atlanta. The person at the head of it is no other than the well known barber, politician and military captain, Moses Bentley. Bentley has his plans well under way, and he will not take his emigrants to any far-away place in Africa or Liberia, but will settle them in Georgia, and will do so at a small cost to those who follow.

Bentley's echeme is unique in the fact that he will found a city exclusively for the negro. He is to have the entire government conducted by people of his own race-2 negro mayor and negro councilmen, negro policemen, and, in fact, as there are to be no white people living within the city limits, every officeholder will be a negro. Then the laws are to be the work of negro mental labor.

This scheme of Bentley's is doubly inter-

the laws are to be the work of negro mental labor.

This scheme of Bentley's is doubly interesting, as he contemplates resurrecting an old 'deserted village,' re-establishing a city which once flourished nearly a hundred years ago, and which has literally been wiped off the face of the map. This was Sunbury, the city which was located on the Sunbury, the city which was located on the Sunbury, and on the sea coast. In the year 1890, Sunbury was a South Georgia 'boom town,' and it quickly sprung into popularity, all the wealthy planters of that section going there and building beautiful homes, in 1820, Sunbury had some 10,000 or 15,000 inhabitants, and was considered a model city. Ships came into its harbor, and it was regarded a commercial center of no mean proportions. But suddenly Sunbury began to decline. It was sickly on account of nalaria, and the people fied from the city as if a plague had stricken the place. In a few years the city was almost deserted. And now only three or four huts mark the spot where once it flourished.

Bentley is to build his model negro city on the site of old Sunbury. He has ascertained that, while white people cannot stand the malaria of that district, the miasma has no ill-effects upon negroes. The land is rich, and can be bought up cheap. It can be made a shipping point for the products of the country for many miles around. Bentley has recorded all these points.

"Yes,' he said. "I have my plans well under way. I have written to the parties owning the land where old Sunbury was once located, and I expect to hear from them in a few days. This is no wildcat scheme. I mean business, and I already see the money in sight for the preliminary work. I have had this in my mind for several years. I wish to show the world what the negro of the South can do toward self-government. I want to say right here that we will have no worthless negroes in our new city. They have got to be industrious and of good character. I expect to hear from the city of 5000 people in two years from now.

### Old Offender Arrested.

At 1:30 o'clock this morning the butcher shop of A. Ford, at 1229 Independence avenut, was broken into by burglars. Mrs. Ford, who lives upstairs, cried for help and Jack Cronin and Jack Herrington, both of whom are ex-policemen, responded, placing under arrest Ben Brown, colored, who is believed to have been the burglar, and who is an old offender.

### THE MISSISSIPPI FLOOD.

Break Below Baton Rongo Mended-River Rising Again Above St. Louis.

Memphis, Tenn., April 24.-A break in the vee at Burton's sawmill, a few miles south of Baton Rouge, occurred to-day and for awhile it looked as if a disaster similar to the Biggs crevasse had befallen that section. The engineers and laborers went to work with a will, however, and a few hours later succeeded in mending it and to-night the strong current is passing on to the Guif of Mexico. The water continues to rush pell mell through the Biggs crevasse, just south of Delta, and is spreading over a great area in North Louislana. Throughout the Mississippi delta the flood is slowly receding. An appeal has been forwarded the government at Washington for tents to sheiter the homeless and destitute. At Vicksburg, Camp Warren has been pitched and several thousand refugees are being cared for. At Helena, the backwater is talling and the situation is more encouraging. The river at Memphis to-night is faiting. Cairo reports a fail of seven-tenths of a foot, while at Cincinnati, a decline in the Ohio river is noted.

New Orleans, La., April 24.—The river has been stationary around the 15-foot mark for about three days now, and while the strain has been terrific, it is nothing in comparison to the anxiety as to what the river is going to do next. Scientific experts frankly admit that they are uncertain as to the whereabouts of the crest of the flood waves. Several of them predict that the danger period will not be over for thirty days yet. On the other hand, men living alongside of the river, who have watched the Mississippi for years, are certain that the fall is about to begin, and that the danger period will soon be over. In the meantime, the constant warfare, day and night, is beginning to tell upon the weaker nerves. The effect is apparent in the frequent attempts to cut the levees and the redoubled vigilance on the part of the defenders.

The attempt to blow up the Bonnett Carre levee with dynamite was probably the work of some crank whose mind gave would carry off an ocean of water into the lakes and thence to the Gulf. Another favorite and suspected levee cutting spot is at Socolas canal, a south of Baton Rouge, occurred to-day and for awhile it looked as if a disaster similar

stretch of four miles to reach Lake Forgogne.

Natchez, Miss., April 24.—A slow drizzling rain started in to-night, which, if it is of long duration, is liable to play havoc with the levees in this vicinity. The river has remained stationary during the last twenty-four hours, and the entire situation remains unchanged. Hardscrabble levee now shows a much better prospect of remaining intact than it has for many days, a large force having worked hard on it all day and night, and will continue indefinitely.

it all day and night, and will continue indefinitely.

St. Louis. April 24.—Heavy rains have
swollen the Des Moines, Skunk and lowa
rivers, whose waters eventually flow into
the Mississippi river, and, as a result, at
Warsaw, Ill., the outlook is the worst so
far this season. The North and South
forks of the Fabious river, flowing through
Missouri near Quincy, Ill., are out of their
banks, and all other streams are booming.
All the lowlands in the vicinity of Hannibal, Mo., are now submerged, and the outlook is not encouraging.

Keokuk, Ia., April 24.—The Mississippl has
risen seven-tenths of a foot here. A large
section of rich farming country back of
Alexandria, Mo., is under water. The largest levee remains firm, but a considerable
portion of it is flooded.

Ottumwa, Ia., April 24.—The river here is
now up to the high river mark of 1889. The
river is still rising at the rate of three
inches an hour. Railroad bridges on the
Burlington are in great danger and every
effort is being made to hold them in position.

Quincy, Ill., April 24.—The Mississippi riv-

Quincy, Ill., April 24.—The Mississippi river reached the seventeen foot mark tonight and rising rapidly. The levees are again in great danger. The river has spread to a width of eight miles above this city.

ELEVATING BRICKS AND MORTAR. Quick Work With Modern Hoisting Machines.

Quick Work With Modern Hoisting

Machines.

From the New York Sun.

For some years now hod hoisting has been a business by itself. The hodcarrier still carries mortar and bricks up a ladder as far as the first story, but after that, as a general thing, a hoisting machine is put in, carrying hods held in a rack, or, oftener, wheelbarrows filled with material. The work has been reduced to a science, and some of the elevators run so fast that they would take the mortar's breath away if it had, any.

Here was a modern hoisting plant at work in a big building under construction, that had a large open space for light and air in the center; a hoisting engine, equipped to run two elevators, was placed on the ground at the bottom of this open space. On the side of the space there was an elevator with a platform that would hold two wheel barrows, On a side at right angles wheelbarrows, and so rigged that when one went up the other came down, the platform coming down with an empty barrow making a counterweight for the platform with the fill barrow going up, so that less power was needed to hoist the full one. From the engine a wide rope ran to each of the two elevators, one at the front, the other at the side. The two-barrow elevator ran from the first floor of the building, the compensating elevator from the cellar.

On all such elevator patforms a strip is fastened along the edge on the side opposite that where the barrows are rolled on. This is so the wheelbarrows shall not roll off-for the elevators are simply open platforms—and with the wheel against this strip the handles are within the edge on the elevator, where the material was required, Men where they stood side by side. One of the men pulled a wire, which rang a bell by the engine. The engineer started the engine, and up went the elevator to the floor where the material was required, emptied them, and came back to ment the elevator, where the material was required, emptied them, and came back to ment the elevator was all rolled on to the elevator with empty bar

FOOLED THE OLD MAN.

### Thought He Was an Athlete but for

From the Detroit Free Press.

One of those big hardy men who got into the pine woods early, endured the hardships of a pioneer, finally made a fortune and then came to Detroit as one of the favored spots on earth in which to live, has a big room in the barn equipped as a gymnasium. The old gentleman was a powerful man in his day, and had to deal with refractory woodsmen who yielded to nothing but muscular suasion. It is difficult for a person like him to realize that age draws on strength and activity.

One afternoon last week the father went by special invitation to see the gymnasium. The first thing to attract his attention was a punching bag, one of those arrangements that carrangements was the carrangements. the Punching Bag. The first thing to attract his attention was a punching bag, one of those arrangements that comes back harder the harder you hit it. When its uses were explained to the old glant of the woods he promptly announced that he'd either "bust the thing or knock it through the celling."

Drawing back as if to fell an ox the father let go, and there was a thud as though a trolley car had collided with an elephant. Before the air had ceased to quiver there was a quick but subdued "biff." The bag had come back, driving the puncher's cigar half way down his throat. "biff." The bag had come back, driving the puncher's cigar half way down his throat. Illing his whiskers with hot ashes and starting the claret from his prominent nose. With such a whoop as used to waken the echoes of the north woods the old gentleman went at the bag, and the bag stayed right with him. It was literally give and take, the maddened puncher tearing around as if he was fighting bees and throwing a ton into every punch. The coachman and the stable boy had to be called up to help part the old man and the punching bag. Then the son had to hide the shotgun, for the puffing, used-up father vowed all kinds the puffing, used-up father vowed all kinds of vows that he would get even with that "autermatic slugger."

Good Guesser.

"Calinaux is become a father."
"A boy?" asks a friend.
"No." "A daughter, then?"
"You've guessed it."-L'Illustre de Poche.

KANSAS FOLK OF LETTERS.

ACADEMY OF LANGUAGE AND LIT-ERATURE MEETING.

Addresses and Papers of Great Merit by the Best Known Kansas Writers-Will Meet Next Year at Topeka.

Manhattan, Kas., April 21.-(Special.) The fourteenth annual meeting of the Kansas Academy of Language and Literature came to a close last night. There was a large attendance at the various sessions, and many excellent papers were read representing the thought of men active in the lines indicated by the title of the society. The address by the president, Professor W. H. address by the president, Professor W. H. Carruth, of the University of Kansas, on "Art for Art's Sake," was particularly forceful and timely. It was a strong plea for the chaste in art, in literature, and a scathing denunciation of the modern socalled "realistie" school of artists and au-thors, who, under the cloak of art, pander

to the all too prevalent deprayed and even vicious tastes of certain classes. Among so many good papers it is difficult to particularize, but that of Miss Caroline L. Maddocks, of Topeka, on "The Biographic Age," is especially worthy of more than passing mention in this day of biographies and autobiographies. Answering the question, Why are biographies written?

the speaker said:
"There is no doubt that many are written to gratify a curiosity not always healthy. just as the morbid curiosity about persons has bred a society column (Sunday it usually expands to from six to twenty columns) in our newspapers. But much of this inter-est is perfectly normal and honorable, and arises from sympathy and admiration as well as from curiosity. In looking through several hundred prefaces, I found that the most universal reason for writing was to give information, or, in other words, these ives were mere historic records. The lives of men little known are written for historcal societies because of some incident or event in the life that advanced the general welfare of society or the state. But in a

ical societies because of some incident or event in the life that advanced the general welfare of society or the state. But in a score or two which gave another purpose, I found some of these reasons:

"Twelve biographical and critical studies of Southern writers have in mind a survey of the literary movement which began in 1870. The object of 'Public Men of To-day is to present a study of the career of some conspicuous personage in each nationality. The author of Charles Darwin's life says, It has always seemed to me that the life of Charles Darwin was one eminently fitted to be held up as an example to the youth of all lands.' The translator of the 'Life of Pestalozzi' presents it to the public because she had found the material of great use in the training of young teachers in the history of education.

"A cult arises, and straightway comes a new biography. Three biographies of Jane Austen have recently been written because of this cult. We owe the new Poe to such a cult. Mary Anderson writes her memories thinking her experience may be of some service to those who have, or think they have, an aptitude for acting. William Winter, in referring to the stage life of Mary Anderson, says one of the characteristics of the present literary period is its marked tendency toward modifying this evanescence of historic repute by making copious and minute memorials of the stage. Edward Everett Hale presents a new life of Washington, stating that 'it is simply to present to the new generation of American readers the human Washington in such a way that they may have some conception of the man, and of the advantages and disadvantages with which he worked through his career.' The author of 'Women of the War' writes to 'warm the heart and excite the imagination.' A son writes that his father's character and presence may be known. A reporter in the senate writes because he can tell some interesting things about distinguished statesmen that he supposes no one else can tell. A man writes his autoblography because of self-love, 't words, saying that means and eans should and would be devised to show the world that Kansas has an academy of a high order, and that those who have borne the brunt of the battle in organizing and carrying forwrd the work thus far would live to see the society occupy an honored place in the list of kindred organizations.

T. M. McNeal, editor of the Topeka Mail and Breeze, unavoidably detained, sent a message of regret and good will. He was to have defended "Newspaper Literature."

V. O. Woodward, of Lawrence, though well advanced in years, testified that he yet had some of the salt of youth in him. His remarks were an indorsement of Professor Carruth's address on "Art for Art's Sake."

fessor Carruth's address on "Art for Art's Sake."

Eugene Ware, kept at home at the last moment by the trial of a case in which he was counsel, sent a characteristic greeting, stating that he had good authority for the act in the Biblical advice, "Seest thou a man fervent in his business, he shall stand before kings," which misquotation, as the toastmaster explained, was as nearly correct as could be expected, coming from a disciple of Blackstone, Mr. Ware wrote further:

"Drink my health, oh banqueteers, Drink it not with jokes and jeers, Nor with spiritus fermenti, Nor with beer, nor champagne plenti, Nor with sorrow, nor with tears; Drink my health, oh banqueteers,

"Drink my health, oh banqueteers, "Drink my neatth, on dangers;
Drink it for a thousand years;
While I, absent, hale and hearty,
Wrestle with the Magna Charta,
With the jury of my peers;
Drink my health, oh banqueteers.
"Yourn." "Yourn,

The evening session was wholly occupied by Thomas Emmet Dewey, the lawyer poet of Abilene, in a highly entertaining lecture, "Poetry in Song," illustrated by selections from Sheliey, Tennyson, Lanier, Ingelow, Burns, Bret Harte and Eugene Field, in the musical rendition of which he had the help of Mrs, Mary Hoisington Nelsley, Miss Ursula Ellison and Rev. J. Calvin Bogler, Text, poems and music delighted the large audience.

The following officers were elected for the ensuing year. President, L. H. Perkins, Lawrence; vice president, Mrs. Charlotte F. Wilder, Manhattan; secretary, Miss Meddie O. Hamilton, Winfield; treasurer, Miss Florence L. Snow, Neosho Falls; executive committee—L. D. Whittemore, Topeka; A. D. Gray, Topeka; J. D. Milliken, McPherson.

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#### GOLDEN CITY HIGH SCHOOL. Ten Young Women Received Diplomas Friday Night-The Class and the Essays.

Golden City, Mo., April 24.—(Special.) The ninth annual commencement of the high school was held at the Cumberland Presbyterian church last evening. A class of ten young women received diplomas. The following programme was rendered by the graduates, music intervening: Salutatory address, Miss Lulu West; "Win Your Own Crowns," Ada Stevens; "It Is Better to Wear Out Than to Rust Out," Kate Hall; "Build Thee More Stately Mansions," Fannie Holliday; "Look on the Bright Side." Ruth Thomson; "The Three G's." Alice Parker; "Simen Says Wig-Wag." Ethel Garrett; "Tiny Threads Make Up Life's Web," Allena Jewell: "The Marble Lles in Waiting," Ida Young; valedictory, Pearl Pemberton. The alumni banquet was held at the Hotel Deweese after the exercises. ten young women received diplomas. The

Cut It Short. If you've got a thought that's happy
Boil it down;
Make it short and crisp and snappy—
Boil it down;
When your brain its coin has minted,
Down the page your pen has printed,
If you want your effort printed,
Boil it down.

Take out every surplus letter— Boil it down; Fewer syllables the better— Boil it down;

Make your meaning plain—express it
So we'll know, not merely guess it—
Then, my friend, ere you address it,
Boil it down.

Boil out all the extra trimmings—
Boil it down;
Skim it well, then skim the trimmings.
Boil it down; When you're sure 'twould be a sin to Cut another sentence in tw Send it on-and we'll begin to Boil it down.

-L. A. W. Bulletin. THE JOURNAL 10 CTS. A WEEK

The tremendous buying by the people yesterday cleared out all the goods on the fourth and fifth floors. There still remain three big floors of high grade goods, and prices will be cut wide open till everything is gone.

# TO-MORROW

For to-morrow we have made special preparations. We are determined it

## Will Climax the Past

There will not be the Saturday crowd, but there will be on sale thousands of substantial bargains. The wise ones will be down to-morrow. They will take advantage of our offerings and will make careful purchases.

## We Invite Critical Inspection

Good dressers need have no fear about the quality, make and finish of any garment we sell. We positively guarantee every suit to be just as represented. If on second thought you think you could have made better purchases, bring the goods back and exchange them or get

We have confidence in our goods, and thousands bear witness to the fact it will pay you to buy your suit here, too.

## Come To-morrow

and carefully inspect what we have to offer.

# New Golden Eagle

1024 and 1026 Walnut.

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really desirable bargains gathered together before. You have but to look to appreciate the truth of this assertion. The values are too palpable for any doubt of their genuineness to remain. Read the prices-they will give you a foretaste of what is to be had at the People's Store:

### Dress Goods.

48 pieces Serges, all wool, all colors, 35 inches wide, former price 48c; you will buy them Monday for

25 Cents.

Novelty in Checks, Plaids, small figured, sold from 60c to 55c. They will all go in at once price Monday, 48 Cents.

25 pieces Henrietta, 46 inches; 15 pieces 46-inch Serges, Mohairs, in plain and figured novelty, and fancy wool novelties, all in black; former price, 50c to 65c; all in one lot; come and get them in this sale for

39 Cents.

Silk Plush. We will place on sale Monday 25 pleces Silk Plush, 24 inches wide; quality that has been seiling at \$1, for

48 Cents.

35 pieces Black Satin Brocades, large and small figures, all silk: regular \$1.25 quality, at

98 Cents.

19 inch Gros Grain Silk Brocades, large assortment; patterns all new, Has been selling at \$1; for Monday 69 Cents.

A full assortment of white China Silk for graduation dresses. The best value in the city.

Velveteen. 15 pieces of Black Velveteen, 18 inches wide, perfectly fast dye; was 40c, for Monday at

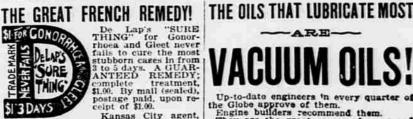
25 Cents. Pongee Silk.

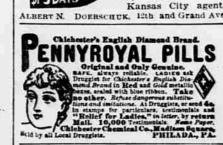
25 pieces India Pongee Silk, the quality that always sells at 25c; on sale Monday for 15 Cents.

It isn't one bite at a bargain cherry, either. It's the persistent practice of the house in making its motto a household word, viz., that IT ALWAYS PAYS TO TRADE AT

The Bee Hive

912-914 MAIN STREET.





Up-to-date engineers in every quarter of the Globe approve of them. Engine builders recommend them. They are the great savers of wear and tear and economizers of fuel.

The Standard Oil Company,

Office, 513 to 517 New York Life Bldg.

